





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M.; Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamilton.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,888 tons, Captain W. A. Valentine.

S.S. "NANNING," 1,569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kamchuk, Kau-Kong, Samshui, Howik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00, Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50, Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

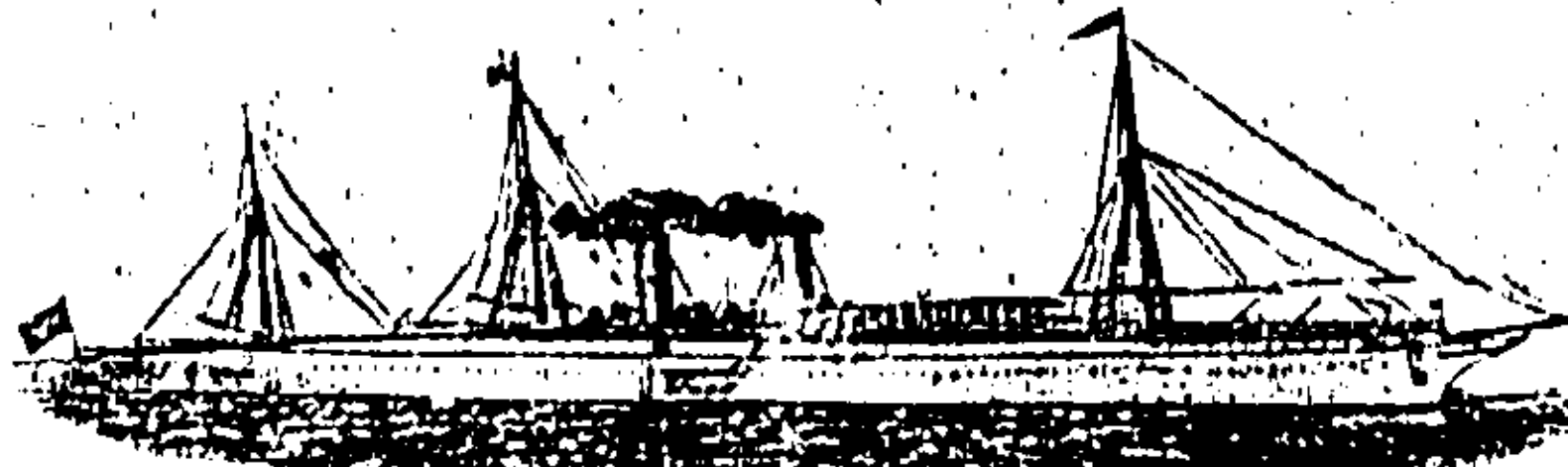
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.  
 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN".....	2,440.....	WEDNESDAY, Jan. 24.....	Feb. 17
"EMPRESS OF INDIA".....	6,000.....	WEDNESDAY, Feb. 7.....	Feb. 28
"TARTAR".....	4,425.....	WEDNESDAY, Feb. 21.....	Mar. 17
"EMPRESS OF JAPAN".....	6,000.....	WEDNESDAY, Mar. 7.....	Mar. 28
"EMPRESS OF CHINA".....	6,000.....	WEDNESDAY, Mar. 28.....	April 18

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate.....£40.  
 Steamers and 1st Class Rail.....£40.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—  
 E. BROWN, General Agent,  
 Hongkong, 10th January, 1906. Corner Pedder Street and Praya, opposite Black Pier. [13]

## HAMBURG-AMERIKA LINIE. OBTASATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.			
		SUBJECT TO ALTERATION.	
STEAMERS.	DESTINATIONS.	SAILING DATES.	
AMBRIA .....	HAVRE and HAMBURG.	21st Jan.	Freight.
Wulsenberg .....	(Calling at SPORE, PENANG & COLOMBO).		
RUGIA .....	ODESSA and HAMBURG.	24th Jan.	Freight.
v. Hoff .....	(Calling at SPORE & COLOMBO).		
ALESIA .....	HAMBURG and STETIN.	31st Jan.	Freight.
Lidin .....	(Calling at SPORE, PENANG & COLOMBO).		
BRISGAVIA .....	HAVRE, BREMEN and HAMBURG.	4th Feb.	Freight.
Russ .....	(Calling at SPORE, PENANG & COLOMBO).		
RHENANIA * .....	HAVRE and HAMBURG.		Freight
Furck .....	(Calling at SPORE, PENANG, COLOMBO & NAPLES, if sufficient inducement offers).	10th Feb.	Passengers.
SPEZIA .....	HAVRE and HAMBURG.	21st Feb.	Freight.
Porelius .....	(Calling at SPORE, PENANG & COLOMBO).		
SAMBIA .....	HAVRE and HAMBURG.	7th March	Freight.
Ehlers .....	(Calling at SPORE, PENANG & COLOMBO).		
SCANDIA .....	HAVRE and HAMBURG.	21st March	Freight and Passengers.
v. Dithren .....	(Calling at SPORE, PENANG & COLOMBO).		
ANDALUSIA .....	FOR ODESSA (DIRECT).	About	Freight.
Filler .....	(Calling at SINGAPORE and COLOMBO).	15th Jan.	Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer, Saloon and cabins amidships. Lighted throughout by Electricity.			

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply ships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 King's Buildings.

Hongkong, 15th January, 1906.

**TSIN TING.**  
 LATEST METHODS OF DENTISTRY.  
 STUDIO AT NO. 14, D'AGUIAR STREET.  
 REASONABLE FEES.  
 Consultation Free.  
 Hongkong 10th July, 1904.

Dr. M. H. CHAU,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, Des Voeux Road Central,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA,  
 ANTWERP, BREMEN/HAMBURG;  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

Also  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
 AND SOUTH AMERICAN PORTS;  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU.....	WEDNESDAY, 17th January.
ROON.....	WEDNESDAY, 31st January.
PREUSSEN.....	WEDNESDAY, 14th February.
ZIEHEN.....	WEDNESDAY, 28th February.
PRINZESS ALICE.....	WEDNESDAY, 14th March.
BAVERN.....	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 11th April.
PRINZ RITEL FRIEDRICH.....	WEDNESDAY, 25th April.
SACHSEN.....	WEDNESDAY, 9th May.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIEHEN.....	WEDNESDAY, 4th July.
OLDENBURG.....	WEDNESDAY, 18th July.

ON WEDNESDAY, the 17th day of January, 1906, at Noon, the Steamship GNEISENAU, Capt. Bolle, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEBE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 6th February.
WILLEHARD.....	4,761	TUESDAY, 6th March.
PRINZ WALDEMAR.....	3,217	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mailes, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN.....	WEDNESDAY, 17th Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIEHEN.....	WEDNESDAY, 31st Jan.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 16th January, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."  
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.  
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fares for the Round Trip.....£30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—

BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905.

## Intimations.



Gold Medals PARIS 1889 &amp; 1900

Regd. Brand

HARRIS, CALNEWILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,  
 HOWARD & Co.,  
 50, Queen's Road Central,  
 Hongkong.  
 Hongkong, 19th May, 1905.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong, 15th September, 1905.

## To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
 Hongkong, 27th June, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.,  
 No. 17, WONG-NEI-CHONG ROAD,  
 No. 5, CLIFTON GARDENS, Conduit Road,  
 No. 6, CLIFTON GARDENS,  
 No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground,  
 OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).  
 GODOWNS: PRAYA EAST.

Apply to—  
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th January, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 881.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905

[39]

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

## PROPOSED SAILINGS OF MAIL STEAMERS

FOR TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.  
 THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at	Due at
to	HONGKONG.	COLOMBO	MARSEILLES & LONDON.	BRINDISI (London 2 days earlier), 1 day later.

Tons.	Noon, Saturday.	Tons.	Saturday.	Friday.
ARCADIA.....7,000.....	Feb. 10.....	BRITANNIA.....7,000.....	Mar. 10.....	Mar. 16
DELHI.....8,000.....	Feb. 24.....	MOLDAVIA.....10,000.....	Mar. 24.....	Mar. 30
DONGOLA.....8,000.....	Mar. 10.....	MONGOLIA.....10,000.....	Apr. 7.....	Apr. 13
DELTA.....8,000.....	Mar. 24.....	MOULTAN.....10,000.....	Apr. 27.....	Apr. 27
OCEANA.....7,000.....	Apr. 7.....	MARNORA.....10,500.....	May 5.....	May 11

Tons.	April 21.....	VICTORIA.....7,000.....	May 10.....	May 26
DEVANUA.....8,000.....	May 3.....	HIMALAYA.....7,000.....	June 3.....	June 9
DELHI.....8,000.....	May 19.....	INDIA.....8,000.....	June 17.....	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

## INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Tonnage.	LEAVE HONGKONG About	DUE AT LONDON About
JAPAN.....	4,500	Feb. 14	Mar. 31
SUMATRA.....	5,000	Feb. 28	Apr. 14
NUBIA.....	5,000	Mar. 14	Apr. 28
JAVA.....	4,500	Mar. 28	May 12
FORMOSA.....	4,500	April 11	May 26

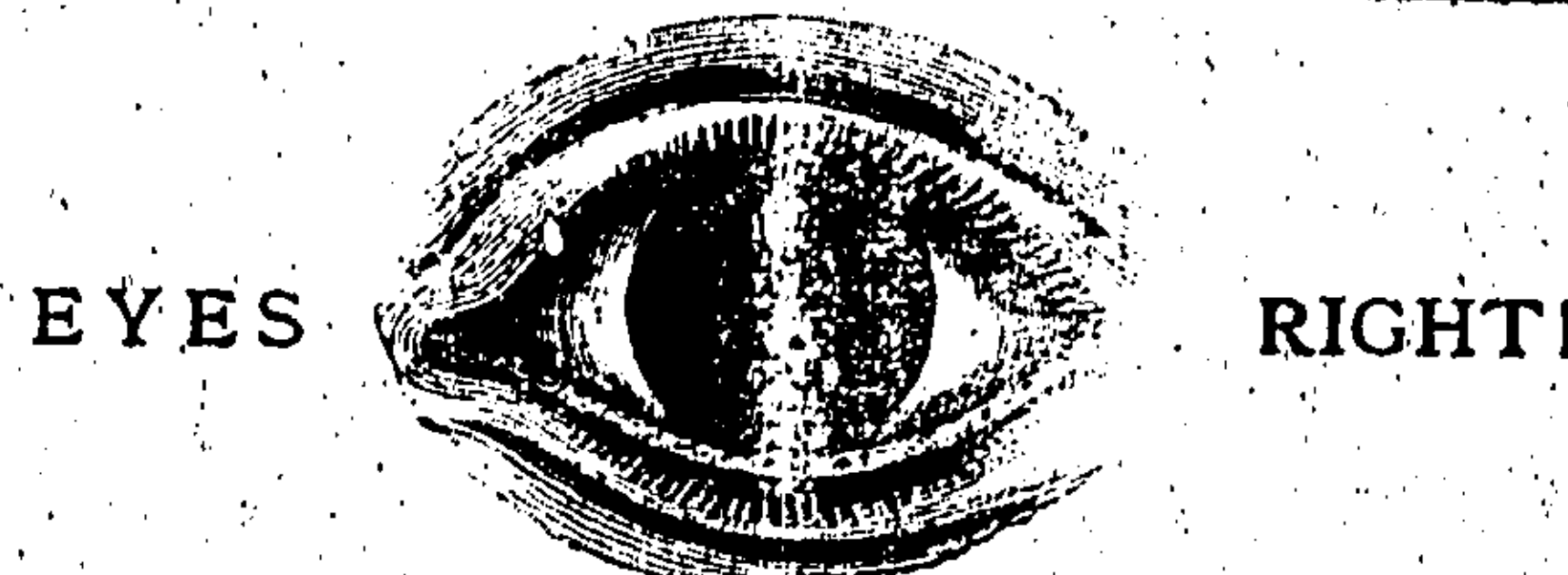
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles, "SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON. CALCUTTA. SHANGHAI.  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.

## THE FAMOUS MAB DWARF RAZOR, A SHARP LITTLE SHAVER



WEIGHT LESS THAN 4 OUNCES.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (£3), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—  
 HOWARD & Co.

Hongkong, 24th November, 1904.

## BLACKHEAD &amp; CO., IP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
 ST. GEORGE'S BUILDING,  
 HONGKONG.  
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
 HARRIS'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR  
 FERGUSON'S SPECIAL



## Intimation.

# POWELL'S

Alexandra Buildings.

## FIRST-CLASS DRESS-MAKING

by  
EXPERIENCED FITTERS.

BEST WORK  
ONLY.

CUT, STYLE AND  
FIT  
GUARANTEED.

Moderate Charges.

## NEW DRESS FABRICS

for  
Morning, Afternoon,  
and  
Evening Gowns.

All Wool Armures  
\$1.25 per yard.

Eolienues and Voiles  
\$1.50 to \$3.00 per yard.

Mohairs and Lustres.  
\$1.50 to \$2.50 per yard.

Taffeta Beiges  
\$1.00 per yard.

Velours Chiffon Voiles  
\$1.75 per yard.

Voile a Jour  
\$1.25 per yard.

Silk Warp Mohairs  
from \$2.00 per yard.

ALL THE LATEST  
PRODUCTIONS.

WM. POWELL,  
LIMITED.

"Alexandra  
Buildings,"

Hongkong, 16th January, 1906.

## Intimations.

### WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one buys a medicine. The medicine of the treatment which will relieve and cure. The friend in need must be a friend indeed—something—or somebody—with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

### WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it, and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Indigestion, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

CHINA PROVIDENT LOAN AND  
MORTGAGE COMPANY,  
LIMITED.

THE NINTH ORDINARY ANNUAL  
MEETING OF SHAREHOLDERS  
in the Company will be held at the Offices of the Company, 59, George Street, No. 6, Connaught Road, on SATURDAY, 20th January, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 17th January, until SATURDAY, the 20th January, 1906, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 5th January, 1906. [105]

THE HONGKONG LAND RECLAMA-  
TION COMPANY, LIMITED.

NOTICE is hereby given that the FIFTH  
ORDINARY MEETING OF SHARE-  
HOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 20th January, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 16th January, to SATURDAY, the 20th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.

Hongkong, 11th January, 1906. [113]

THE WEST POINT BUILDING COM-  
PANY, LIMITED.

NOTICE is hereby given that the  
EIGHTEENTH ORDINARY MEET-  
ING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 18th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the West Point Build-  
ing Co., Ltd.

Hongkong, 16th January, 1906. [108]

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY,  
LIMITED.

NOTICE is hereby given that the  
EIGHTEENTH ORDINARY MEET-  
ING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, the 18th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 16th January, 1906. [119]

### WANTED.

POSTAGE STAMPS: used, highest price  
given.  
A BARKER,  
S.P.G. Mission, Cawnpore, India.  
Cawnpore, 16th January, 1906. [120]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

### A PROGRESSING ENTERPRISE.

The *Statist* of Dec. 9th says:—The Indo-  
China Company was formed into a limited  
liability company in 1882, with an authorized  
capital of £1,300,000, and the Company pro-  
ceeded to allotment with a paid-up capital of  
£495,890, divided into 49,589 shares of £10 each  
(being part of the first issue of 60,000 shares),  
to take over 12 steamers with a gross tonnage  
of 13,567, and to build or otherwise acquire  
more steamers to trade on the coasts of China,  
Japan, Straits Settlements, India, and in other  
Far Eastern waters.

For the next 13 years to 1894 the Company  
paid its way, provided for the usual depreciation  
of steamers, and also declared regular dividends.  
At the end of 1894 the Company had 22  
steamers, of a gross tonnage of 36,822 with a  
book-value of £495,993, the average age of the  
fleet being about 11 years. In 1895, however,  
a forward policy was adopted by the directors,  
which has been continued until the present  
time. According to the balance sheet issued  
last June, the Company possessed at the end of  
December, 1904, a fleet of 38 steamers, of  
83,517 gross tons, with a book-value of £937,936,  
the average age of the fleet being under nine  
years, many new steamers having been  
recently built, whilst the older boats have been  
disposed of.

A comparison of the years 1894 and 1904 is  
most striking, as will be seen by a perusal of  
the following statistics:—

	1904.	1894.	Inc. or Dec.
Gross tonnage of fleet.....	83,517	36,822	46,695
Number of steamers.....	38	22	16
Average size.....	2,198	1,674	524
Average age.....	8.5	11.0	-2.5
Book-value of fleet.....	£937,936	£495,993	£441,943
Underwriting reserve.....	£21,150	£2,481	£18,669
Reserve fund.....	£100,000	Nil	£100,000

It will thus be seen that the book-value of  
the fleet has increased by £441,943, or almost  
£9 per share; and this is after writing off for  
depreciation in 10 years under review of an  
aggregate representing over £10 per each £10  
share. During these 10 years the capital of  
the Company has remained at £495,890, and  
there has been no issue of debentures, thus  
showing that the increased value of the fleet,  
£441,943, and the depreciation of over £300,000,  
have been entirely met out of earnings.

During the same 10 years under review  
£32,164 was distributed in dividends, at an  
average rate of 6.9 per cent. per annum.  
During the current year the position of the  
Company has still further improved, as three  
new steamers have been added to the fleet,  
whilst a very old one has been sold and an-  
other old one lost, the present average age of  
the fleet being now reduced to eight years,  
which we believe is a record for any fleet of  
passenger liners. The two premier German  
shipping companies, the Norddeutscher Lloyd  
and Hamburg-American lines, have absorbed  
several shipping companies in the Far East  
during the past few years, and it would not be  
matter for surprise if one of those concerns or  
some English company were to make an effort  
to secure control of a fleet such as that of the  
Indo-China Company, which at market prices  
of the capital is taken at 50 per cent. below  
actual value.

It will at once be seen what enormous strides  
towards prosperity the Company has made  
during the past 10 years, and the last balance  
sheet shows what a strong position the Com-  
pany is now in. If the fleet were sold to-day  
over £20 per £10 share would probably be  
realized; the book-value of £83,517 tons, after  
deduction of the general and underwriting  
reserves, is only £576,787 or under £7 per ton  
gross, whilst on the dead-weight capacity the  
present market value of the shares works out  
under £5 per ton. As we are dealing with  
modern tonnage these values appear decidedly  
low.

The present quoted price of the fully-paid-up  
£10 shares on the London Stock Exchange is  
about £10 1/2; so there is ample margin for rise  
in market prices, and the more so if China is to  
be opened up in the near future.

The average yearly dividend paid by the  
Company from 1895 to 1904 inclusive has been  
6.9 per cent.

The dividend paid last June, for 1904, was  
12s. per share, or 6 per cent., whilst £20,668,  
or nearly £2.10 per share in the year, was  
written off for depreciation and placed to re-  
serves. About half the shares are held in  
China, and the remainder in England or else-  
where.

	Depreciation, No. of Steamers.	Tonnage, Value.	Dividend, Value.	Dividend, p. cent.
1895.....	22	36,822	495,993	6.9
1900.....	22	36,822	495,993	6.9
1901.....	23	44,317	600,812	6.9
1902.....	24	49,589	674,744	6.9
1903.....	25	52,518	674,744	6.9
1904.....	26	57,154	674,744	6.9
1905.....	27	62,518	674,744	6.9
1906.....	28	67,154	674,744	6.9
1907.....	29	72,518	674,744	6.9
1908.....	30	77,154	674,744	6.9
1909.....	31	82,518	674,744	6.9
1910.....	32	87,154	674,744	6.9
1911.....	33	92,518	674,744	6.9
1912.....	34	97,154	674,744	6.9
1913.....	35	102,518	674,744	6.9
1914.....	36	107,154	674,744	6.9
1915.....	37	112,518	674,744	6.9
1916.....	38	117,154	674,744	6.9
1917.....	39	122,518	674,744	6.9
1918.....	40	127,154	674,744	6.9
1919.....	41	132,518	674,744	6.9
1920.....	42	137,154	674,744	6.9

Amount paid in dividends for the 10 years on the capital of  
£495,890, at 6.9 per cent. £32,164.

In the Court of Appeal, on 9th ult. before  
the Master of the Rolls and Lord Justice Rem-  
ond, in the case of the Shell Transport and Trading  
Company, Limited, v. the *New York Herald*  
Company, Mr. J. E. Barker, K.C., for the de-  
fendants, asked leave to withdraw the appeal.  
The action was for a libel published in the *New*  
York edition of the *New York Herald*. The  
defendants' upon inquiry found that they could  
not substantiate the statements contained  
therein, and they accordingly withdrew the  
action, and apologized for having made them,  
and they agreed to pay the plaintiff's  
costs as between solicitor and client. Sir  
Edward Clarke, K.C., for the plaintiffs, said  
the plaintiffs were competitors of the Standard Oil  
Company. The latter company published a  
long statement making serious reflections upon  
the plaintiffs, which the plaintiffs could not  
possibly pass over. The statement made  
charged the plaintiffs with having repudiated  
their contracts and with having sold Rumanian  
oil as Pennsylvanian. Having to deal with the  
Standard Oil Company, the plaintiffs accepted  
the statement now made on behalf of the  
defendants, but they did so only upon the terms  
that the defendants publicly withdrew the  
allegations in Court and apologized for having  
made them.

## Auctions.

### PUBLIC AUCTION.

THE Underigned will let by Public Auction,  
THURSDAY,  
the 18th January, 1906, at 3 P.M., on the Spot,  
The Several Lots Numbered 1 to 19 on Plan  
to be seen at the Auctioneers' Office,  
for erection of

### BOOTHS AND MATSHEDS

on the Government Ground adjoining the  
Race Course, North of the Grand  
Stand Enclosure.

TERMS:—Cash.  
For Plans and Conditions of Sale, apply to—  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 13th January, 1906. [12]

This Sale will take place on the 18th instant,  
at 3 P.M., instead of on the 15th instant, as pre-  
viously advertised.

### (BY ORDER OF THE MORTGAGEES).

### PUBLIC AUCTION.

MESSRS HUGHES AND HOUGH have  
received instructions to sell by  
PUBLIC AUCTION,  
ON  
THURSDAY,  
the 18th day of January, 1906, at 3 P.M.,  
at their SALES ROOMS,

### THE FOLLOWING

VALUABLE LEASEHOLD  
PROPERTY,  
situate at Victoria, in the Colony of Hong-  
kong, viz:—

All that PIECE or PARCEL OF GROUND,  
situate at Victoria, aforesaid, and registered in  
the Land Office as SECTION A of MARINE  
LOT No. 104, containing by superficial mea-  
surement 2,800 square feet and having a front  
age to Queen's Road Central of 30 feet and 6  
inches or thereabouts and a depth of 80 feet.  
On this Section stands the very valuable house  
and premises, known as No. 35, Queen's Road  
Central. All the said premises are held for  
the residue of a term of 98 years granted by a  
Crown Lease of Marine Lot No. 104 and  
which Lease is dated 16th April, 1859.

For further particulars and conditions of  
sale, apply to—  
JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagees,  
or to  
Messrs HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 15th January, 1906. [1304-F]

### PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,  
OF  
VALUABLE LEASEHOLD  
PROPERTY,  
situate in Caine Road, Victoria, in the Colony  
of Hongkong,

### IN TWO LOTS,

### BY

### Mr. GEO. F. LAMMERT,

### Auctioneer,

### ON

### SATURDAY,

the 20th day of January, 1906, at 12 o'clock  
Noon, at his Sales Rooms, Duddell Street,

LOT 1.—Registered in the Land Office as  
SECTION B of INLAND LOT No. 522  
with the Messuage and Buildings thereon  
known as No. 72, Caine Road. Annual  
Crown Rent \$5.70.

LOT 2.—Registered in the Land Office as  
SECTION C of INLAND LOT No. 522  
with the Messuage and Buildings thereon  
known as No. 70, Caine Road. Annual  
Crown Rent \$5.63.

For further particulars, apply to—  
EWENS, HARSTOGE & HARDING,  
Vendor's Solicitors,  
or to  
Mr. GEO. F. LAMMERT,  
Auctioneer.

Hongkong, 11th January, 1906. [116]

### GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 22nd day of January,  
1906, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND,  
at Austin Road, Kowloon, in the Colony of  
Hongkong, for a term of 75 years, with the  
option of renewal at a CROWN RENT to  
be fixed by the Surveyor of His Majesty the  
King, for one further term of 75 years.

### PARTICULARS OF THE LOT.

Regulatory No.	Locality.	Boundary Measurements.				Crown Rent per Annum.	Annual Rent per Annum.	Upset Price.
		N.	S.	E.	W.			
1	Lot 1, 17th Avenue Road, Kowloon.	150	150	100	100	10-00	110	1,100

Hongkong, 13th January, 1906. [120]

### GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 22nd day of January,  
1906, at 3 P.M., at the Office of the Public  
Works Department, by Order of His Excellency  
the Governor, of One Lot of CROWN LAND  
adjoining Inland Lot 1719, Bowen Road, in the  
Colony of Hongkong, for a term of 75 years,  
commencing from 18th day of January, 1906,  
with the option of renewal at a CROWN  
RENT to be fixed by the Surveyor of His  
Majesty the King, for one further term of 75  
years.

### PARTICULARS OF THE LOT.

Regulatory No.	Locality.	Boundary Measurements.				Crown Rent per Annum.	Annual Rent per Annum.	Upset Price.
		N.	S.	E.	W.			
1	Lot 1, 17th Avenue Road, Kowloon.	150	150	100	100	10-00	110	1,100

Hongkong, 13th January, 1906. [121]

## Auction.

### VALUABLE SUGAR ESTATES FOR SALE BY PUBLIC AUCTION.

THE PROPERTY OF WELLESLEY (PENANG)  
ESTATES, LIMITED.

By Order of the Trustees for the Debenture  
Holders.

MESSRS. KENNEDY & Co. and Messrs.  
A. A. ANTHONY & Co. will offer for  
sale by Public Auction at The Georgetown  
Sales Room, No. 25, Beach Street, Penang, on  
WEDNESDAY, the 17th day of February, 1906,  
at 11 A.M. precisely, subject to such Conditions  
of Sale as shall be read thereat:—

Those well-known and valuable Sugar and  
Tapioca Estates, known as FRYE, BATU  
KAWAN and ALMA, situate in the Central  
and Southern Districts of Province Wellesley,  
comprising a total area of about 12,800 acres  
held under Government Statutory Grants,  
Government Grants and Government Leases  
of which a total of about 6,750 acres are under  
cultivation with all the buildings, land, fixed  
machinery and plant appertaining thereto.

THE FRYE ESTATE comprises an area  
of about 4,738 acres of which about 693 acres  
are cultivated for Sugar, about 296 acres are  
planted with Coconuts, about 227 acres are  
Paddy land, and about 918 acres are Fallow  
land. About 66 acres of the Estate are covered  
with canals, drains and roads, and the remainder  
is jungle land of which about 666 acres are  
suitable for cultivation.

THE BATU KAWAN ESTATE comprises  
an area of about 5,399 acres of which about  
324 acres are cultivated for Sugar, about 54  
acres are planted with Coconuts, about 13  
acres are planted with Tapioca, about 53 acres  
are Paddy land, and about 1,689 acres are  
Fallow land. About 67 acres of the land are  
covered with canals, drains and roads, and the  
remainder is jungle land of which 1,066 acres  
are suitable for cultivation.

THE ALMA ESTATE comprises an area  
of about 2,670 acres of which about 300 acres  
are planted with Tapioca and about 60 acres  
with Citronella grass, and in addition to the  
above about 300 acres are planted by Chinese  
Squatters with Pine Apples in which the  
Vendors have the right to plant Para Rubber  
and there are about 1,340 acres of Fallow land  
suitable for planting Tapioca and Rubber.  
The remainder of the Estate consists chiefly  
of Forest land of which about 300 acres are  
suitable for cultivation. There are about 5,000  
Coconut trees on this Estate (principally  
young trees about one year old) planted  
between the Tapioca plants, and about 1,500  
Para Rubber trees of about 3 years old on  
various parts of the Estate. About 6,000 Para  
Rubber Plants have also been planted between  
the Tapioca within the last 3 months.

The sale will include the Goodwill of the  
business and Manufacturers of  
Sugar, Tapioca, Citronella and other products  
carried on by the Wellesley (Penang) Estates,  
Limited.

Plans of the Frye and Batu Kawan Estates  
showing the position and area of the fields and  
lands can be inspected at the Office of Messrs.  
Paterson, Simons & Company, Weld Quay,  
Penang, from whom and from Messrs. Pre-  
grave and Matthews, Solicitors, Penang, or the  
Auctioneers, further particulars can be obtained  
and to whom application for particulars and  
conditions of sale should be made.

Penang, 6th December, 1905. [1281-K]

## Hotels.

### KING EDWARD HOTEL.

### A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.  
PRIVATE BAR and BILLIARD-ROOMS.  
HOT and COLD WATER throughout.  
ELECTRICALLY LIGHTED. ELECTRIC FANS  
(if required).  
ELECTRIC PASSENGER ELEVATOR to each  
floor.  
TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—  
MANAGER.

Hongkong, 4th December, 1905. [30]

### OCCIDENTAL HOTEL.

### EXCELLENT CUISINE.

### MODERATE PRICES.

ELECTRIC FANS  
TO ORDER IN  
EVERY ROOM.

### EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.  
Hongkong, 30th May, 1904. [28]

### ORIENTAL HOTEL, MACAO.



## Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON & CO.,  
LIMITED.WINE & SPIRIT  
MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

GREGOR &amp; CO.,

19, QUEEN'S ROAD CENTRAL.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

**NOTICE.**  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.  
**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$80 per annum.  
WEEKLY—\$15 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered from when the address is accessible to messenger. On copy sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 16, 1906.

## JAPANESE AND THE PACIFIC TRADE.

The Japanese shipping companies have made no secret of their intention to compete for a share of the Pacific trade, and in this laudable endeavour they have received the moral, if not more substantial, support of the Government. It was clearly stated, unofficially perhaps, but still in terms which left no doubt as to their meaning, that the Japanese considered the shipping trade with China and Korea as belonging peculiarly to themselves. They announced that they intended to develop the overseas trade with Australia, and eventually to make a serious bid for the Pacific trade. Our Shanghai correspondent telegraphed yesterday that a Japanese combination had submitted a proposal offering to purchase the Pacific Mail line, and that Mr. Harriman, the President of the Company, was giving the matter his consideration. In this respect, the Japanese are simply following in the footsteps of the Norddeutscher Lloyd. When the latter Company decided to extend their branch services in the East, they examined the situation, and found that the Scottish Oriental Company, with headquarters at Singapore, was so firmly established that a ruinous competition would be necessary if the newcomers were to oust their rivals. Very shrewdly, the Norddeutscher Lloyd determined that such a policy would be unbusinesslike, if not absolutely fatuous, and they made an offer to buy up the Scottish Oriental Company, lock, stock and barrel, with the proviso that the latter concern should not enter the field of their former operations for a space of five years. The Scottish Oriental Company accepted the offer, and the transfer of their boats to the Norddeutscher Lloyd, under the German flag, followed in due course. The success of that "deal" is seen to-day in the practical monopoly enjoyed by the leading German shipping lines in transporting passengers and freight to the outposts, to Java, Sumatra, Bangkok, and the smaller coast stations, from Singapore. Not only do these radiating lines pay their own expenses, but they act as feeding agencies for the through mail steamers, and are invaluable in maintaining a constant connection with the outposts. Now the Japanese, realising the strenuous struggle that must be engaged in if they are to enjoy a share of the Pacific trade, have made this firm offer, to the Pacific Mail Steamship Company. It was only the other day that the President of the line, Mr. Harriman, was in the Far East, ostensibly spying out the land for future and greater operations. Incidentally, he was mobbed during the riots at Tokyo. Now that he is conversant with the possibilities of trade in the Orient, it is scarcely probable that he will advise his Company to relinquish their grip on the Pacific just when the clouds are breaking. Besides, the Pacific Mail line is in the fortunate position of running in connection with a network of railways in the United States, largely controlled by those at the head of the shipping business; with the result that they are in a position to ensure large outward cargoes, and they are gradually building up a connection in the Orient, which will in the course of time bring satisfactory homeward cargoes in its train. We may assume, however, that the Japanese are not taking a leap in the dark when they offer to purchase the Pacific Mail service; that would be totally alien to the Japanese character. They must have grounds for believing that, given a satisfactory offer, the American syndicate would not be unwilling to open negotiations for the sale of their fleet and good-will. But the very fact that the Japanese realise the possibilities of a profitable trade across the Pacific should make it plain to the Americans that great opportunities are now opening out for shipping generally. In all the circumstances, we are not inclined to believe that the Americans will close with the offer, unless the counter inducements are sufficiently great to overcome all scruples, and blind them to the prospects of the future. In this connection, it should be noticed that Japanese shipping companies have not been quite so successful in their operations during the past half-year as had been anticipated. The effects of the war are still being felt; but once Japan gets settled again, Korea placed on a firm basis, and the trade of Manchuria reorganised, Japan should enter on a new era of prosperity, which will be experienced in all departments of industry. Whenever the Japanese shipping companies succeed in acquiring a foothold in the Pacific trade, by purchase or otherwise, it seems certain that to a great extent the balance of trade will be shifted, and that the Pacific will become the great highway for the interchange of products.

## LOCAL AND GENERAL.

**PRINCE Ching**, on the 9th inst., asked the Throne to ratify the Sino-Japanese Treaty.

THERE has been a remarkable fall in shares in Tokio in consequence of the announcement of the composition of the new Cabinet.

THE troubles in Siberia are becoming worse than ever. At the Russian legation in Peking no telegraphic news from Siberia has been received for a week.

ON the Hongkong Hockey Club ground at Happy Valley yesterday afternoon a match was played between teams from H.M.S. *Tamar* and H.M.S. *Hecla*. The *Tamar* players put up a good game, and eventually won by four goals to two.

A CHINESE schoolboy, about ten years of age, of a well-to-do family, was placed before Mr. F. A. Hazeland this morning on a charge of snatching a pair of gold ear-rings and ear-drops from a girl in Hollywood Road, on the 7th inst. Contradictory evidence was heard and the lad was discharged.

ADMIRAL Sir Gerard Noel, commanding the British Squadron held an "at home" upon his flagship at Manila on the 12th inst. in the afternoon from 3.30 to 6.00 to the officers of the army and the navy, the insular officials and employees and the members of the Army and Navy club, University club and the Manila club.

It is reported, in a northern vernacular paper, that in reply to a memorial recently submitted by Viceroy Ts'en of Canton, in which he asked that Whampoa might be made into an open port, the Government had approved of his proposal. But the regulations for opening the place will not be made until the Waiwupu and the Shangpu have reported on the matter.

WONG TIT Tien appeared at the Police Court this morning in reply to a summons issued by the Postal Authorities charging him with infringing the exclusive privilege of the Postmaster General by despatching from the Colony, on Jan. 13, certain correspondence to Shanghai, not through the Post Office. A fine of \$100 was imposed by Mr. Hazeland.

VICEROY Ts'en of Canton, being in urgent need of funds for carrying out certain public undertakings, held a special consultation with H. E. Chang Yu-nan, with the view of getting him to undertake the raising of the required funds. The most urgent works to be undertaken at present are a Government medical college and water works. It is said that H. E. Chang has consented to undertake the raising of funds for these two objects.

Two China ponies, subscription griffins of this season 1905-6, belonging to the estate of the late Mr. Herbert Rose, will be sold by public auction, to-morrow, the 17th inst., at 7.30 a.m., within the Jockey Club compound near the Grand Stand. If purchased by a member or members of the Hongkong Jockey Club these ponies will be eligible to be entered for and run at the race meeting to be held next month and for which a programme has been issued.

THE *Shanghai Times* prints a Peking wire of the 9th inst. to the effect that a further complication has been developed with regard to the Lien-chau affair. Viceroy Ts'en of Canton has wired to the Waiwupu to the effect that he had informed the American Consul that the Lien-chau case will be properly settled, but the two torpedo boats at present stationed at Canton must be withdrawn before further discussion can be resumed. To this, the American Consul seems to agree. The Cantonese authorities are now engaged in raising the funds required for the indemnity.

IT is believed in Washington that the price of silver will continue to advance, not alone because of the increased demand for the metal throughout the world, but because of the increased demand for the relative depreciation of gold occasioned by the immense output in recent years. Various theories are given by financial experts to account for the continued appreciation in the price of silver, but it is generally believed that the most potent cause is the extraordinary output of gold, which causes a relative depreciation in that metal. The balance will be adjusted probably by the opening up of the old silver mines again, bringing about a vast output of the metal also.

HO Ngan, a coolie, was brought up this morning before Mr. F. A. Hazeland, at the Police Court, on a charge of being in unlawful possession of \$1,104.40, on the 14th inst. and being unable to give a satisfactory explanation as to how he came into possession of the money. Inspector Collett, who prosecuted, said that defendant was employed in a shop at Canton as a coolie. On the 14th inst. he was despatched by his master to take 1,200 taels to another shop in Canton, as payment for goods supplied by their Shanghai agents. Ho Ngan came to Hongkong instead, and kept the money. The Canton people immediately came down, and two hours after the report was made, defendant was arrested with the money. Only about \$200 had been spent. His Worship:—I suppose he will be ultimately banished? Four months' hard labour.

IN Summary Jurisdiction this morning, his Honour, Mr. A. G. Wise, Puisne Judge, presiding, Gojar Singh, watchman at the Connaught House Hotel, sued Chu Lam for the recovery of the sum of \$55, being as to \$50 balance of money lent, and as to \$5, four months' interest thereon. Defendant admitted the debt, but said he borrowed the money from one Giffit Singh who had disappeared. The promissory note showed that the endorsement was in favour of the plaintiff Gojar Singh, and judgment was given for plaintiff with costs. The promissory note, at defendant's request, was ordered to be marked as an exhibit in the case, and returned to defendant, so that he would not be called upon to pay it a second time. Mr. R. Gardiner, of the office of Mr. O. D. Thomson, appeared for the plaintiff, and the defendant appeared in person.

## STEAMERS IN COLLISION.

"TAI ON" v. "KWONGTUNG."

In Admiralty Jurisdiction this morning, His Honour, Sir Francis Piggott, Chief Justice, presiding, the case in which the Yik On Steamship Company, owners of the *Tai On*, are suing the owners of the *Kwongtung* for the recovery of the sum of \$500, being the amount of damages suffered by the *Tai On*, by reason of a collision with the *Kwongtung*, in the Canton River, was resumed.

Mr. M. W. Slade, instructed by Mr. R. Harding, of Messrs. Ewens, Harston and Harding, appeared for the plaintiff company, and Mr. E. H. Sharp, K.C., instructed by Mr. H. H. J. Gudge, of Messrs. Johnson, Stokes and Master, represented the plaintiff company.

Captain Walker, in command of the *s.s. Kwongtung*, described the events of the evening of the 17th of May, which led to this action, and said he went on the bridge at 12.30 a.m., and was in charge of the vessel from then up to the time of the collision. At 1.45 a.m. he ceased the *Kwongtung* to three-quarter speed, and there was no change of speed all the way from that time until they reached Canton. At 12.30 a.m., witness saw the *Tai On* some distance ahead, and he passed her about three-quarters of an hour later. When they arrived at the Whampoa Barrier, the *Tai On* was astern, though gradually drawing nearer. She continued overhauling, and caught up the *Kwongtung* at 5.30 a.m. Witness was, then on the starboard side of the river, and in the navigable channel. The *Tai On* was then heading on to the stern of the *Kwongtung* in coming across from the North bank. Had she continued that course she would have struck witness on the port quarter. As the *Tai On* drew nearer he considered the position was becoming dangerous and he gave the order, "full speed" in order to get out of the danger threatening.

To His Honour: The *Tai On* was only doing what the *Kwongtung* had previously done. Witness then described the collision, and said that the bow of the *Tai On* was a little astern of the *Kwongtung's* bow, and she never got forward of that position. The *Tai On* dropped astern until her bow was overlapping the stern of the *Kwongtung* by only a few feet. The *Tai On* then began to sheer, and at about the third sheer her bow struck the *Kwongtung* on the stern, which had the effect of forcing her bow round. Immediately he felt the collision he rang up "full speed astern," and he put his helm hard aport, but it had no effect on the ship's head, and she collided with a junk. Had that junk not been just where she was the *Kwongtung* would have been forced aground. When the *Tai On* first approached, witness did not think she intended to pass, because it is customary for an overhauling steamer to indicate, by blast on his whistle, to the steamer in front on which side he intends to pass. The *Tai On* did not so signal.

The collision took place about 5.25 a.m. They cannot enter Canton before 6 a.m., so that it is no use to go at too great speed, as vessels would only have to hang about outside until they were allowed to enter. As the two vessels were then placed the *Tai On* ought to have gone to her moorings immediately astern of witness. Witness never at any time tried to cross the bows of the *Tai On*. After the collision when he struck the junk he remained there for some time. He did that to give the junk people a chance to come on board if they wanted to, but as they did not, witness, after waiting about 10 minutes or a quarter of an hour, worked his propellers to get clear, but they got foul of the moorings of the junk just astern.

Witness in reply to Mr. Slade, drew on the chart his course up the river, and stated that the collision took place between 500 and 600 feet from the Yamen. He did not take any definite observation at the time of the collision; his figures were approximate. It was a little less than a mile from the Salt Kats where the *Tai On* overtook the *Kwongtung*. Here the chart was again used to work the position, and measurements showed it to be 400 feet less than a mile from the Yamen. That was where the *Tai On* was just overlapping the *Kwongtung*; she was then not abreast, her stern was slightly overlapping the *Kwongtung's* stern.

Mr. Slade here asked witness to mark out in dotted lines the courses taken by the *Tai On*, when His Honour said he thought it would be better during the luncheon recess, to have a chart of just that portion of the river made out in a large scale, as it was difficult to follow it all on the small charts produced.

Witness undertook to do this himself, and produce it at the afternoon session.

Mr. Slade said he would leave that part of his cross-examination.

Witness, continuing, said he went half speed from about 1.30 a.m.; he went right through Whampoa without stopping, and passed the barrier at 5.10 a.m., having maintained the same speed all the way. Between Tiger Island and Whampoa he gained two or three miles on the *Tai On*. He got to Whampoa at 6 a.m., and thence to the barrier is about six miles, and it took him one hour and ten minutes to cover that distance. The *Tai On* was going at eight knots when she overtook the *Kwongtung*.

Mr. Slade: Will you explain how, if you gained three miles on the *Tai On*, she made it up and gained on you in so short a distance?

Witness: It must be through her varying her speed.

Mr. Slade: Now, I put it to you, that seeing you were arriving too soon, you slowed down.

Witness: Under such circumstances, I certainly would have slowed down.

His Honour: Yes, but that is not the question. The question is did you slow down on that occasion?

Witness: I did not?

Mr. Slade: You did not?

Witness: No.

Continuing, witness said when the *Tai On* was drawing up she altered her helm and kept clear of witness. That was the proper thing for her to do as she was the over-taking vessel. She was travelling considerably faster than the *Kwongtung*, and in one hour and ten minutes she gained two or three miles. Witness could not say she was gaining on him fast. Witness was fully aware that it was the duty of the overhauling steamer to keep clear of her. The *Tai On* did keep clear, but she came so close that she was only kept clear by witness's avoiding her.

Mr. Slade: How did you avoid her? Witness: I put on speed.

Mr. Slade: Is that all you did?—Yes. You did not alter your course at all?—No.

Witness went full speed ahead as soon as the *Tai On* overhauled him, that is within two minutes. He put his engines ahead at 6.2 a.m. The deck and engine-room logs were here produced to show that the times coincided.

## CANTON NEWS.

THE CANTON-HANKOW RAILWAY.  
[From a Correspondent.]

Canton, 14th January.

The approach of the Chinese New Year is not hailed with gladness by merchants in Canton. It is one of the worst New Years that I have known. Money is very scarce, and every branch of trade is suffering. Only one or two trades have had what I might call a profitable year—the leather and hide business heads the list, and the tea trade also has been fairly prosperous, although the quantity shipped has been very small compared with former years. Profits, however, have been satisfactory. The exportation of preserved ginger fell short of last year's figures by some 40 per cent. Traders in cassia are losing money, but they are compelled to sell in order to get ready money. The silk trade has also experienced bad times, and about 30 silatures have had to close their doors within a few days of each other. The trade in silk waste has ruined ten or more houses, some of which are already in the hands of foreign consuls, for outstanding claims either on account of short delivery or bad quality.

AN ALLEGED EXTORTION CASE.

It is reported that an extortion case, which is likely to prove of some interest and importance, is in the hands of the Viceroy, who has ordered proof to be led. The matter, I understand, is concerned with steam launches, and the steam launch owners have been holding meetings on the subject.

CANTON-HANKOW RAILWAY SQUABBLE.

I understand that in connection with the construction of the Canton-Hankow railway, trouble has arisen between the merchants and the gentry on the one side and the Government on the other. It seems that the Government wish to raise money for the building of the line by doubling the "chin fee" like. They also propose to levy a poll-tax, and to levy a rate on the property of the wealthy, to these proposals the merchants and gentry are strongly opposed. A meeting was held to consider the situation. The discussion developed into violent harangues, and before the proceedings ended tempers were smashed, and the proceedings finally broke up in confusion. The Viceroy was represented by the Provincial Treasurer, who reported the result of the discussion to His Excellency. As a result, Mr. Lai Kwai Fu has been arrested by order of the Viceroy. Mr. Lai is an ex-treasurer of Amoy and had just returned from Hankow, where he represented the Canton merchants and gentry before Viceroy Chang Chi-tung. Other merchants and members of the gentry are "wanted" by the Viceroy in consequence of their opposition to the Government proposal, and it is probable that the affair will have far-reaching consequences. Canton is worked up to a high pitch of excitement on the subject, and particularly reproaches the high-handed action of the Viceroy.

THE SHAN PIU LOTTERY.

The Shan Piu lottery, authorised by the Viceroy, did not pay the winners the prize money to which they were entitled for the last two or three months.

THE VICEROY.

[From Our Own Correspondent.]

Canton, Jan. 12th, 1906.

The Viceroy continues to plead illness and attends to no business. The consuls can get no satisfactory answers to despatches. It is difficult to understand just what the Viceroy hopes to gain by this conduct. He is bringing up himself the ill will of both foreigners and Chinese. It may be true that he is not in good health, but he is not believed to be suffering very much. He seems to take spells and then refuses to do anything. He has tried many times to get away from Canton but Peking keeps him here. The Chinese would be delighted to see the last of him, and the foreigners have no love for him. Under these conditions it is difficult to understand why he should remain. But whatever the reason may be, of one thing there is no doubt: business is at a standstill.

THE BOYCOTT.

The last proclamation by the Viceroy regarding the boycott has not changed the situation. It matters not what the Viceroy may recommend, and this proclamation is no more than a recommendation, the situation will remain as it is. The merchants and others know very well the attitude of the Viceroy towards the boycott, and, no matter what his proclamations may say, nothing will be done to those who continue the boycott.

As I have already pointed out, the situation has very materially changed during the last few weeks. There is very little said about boycott, but there is a very decided determination to continue it. You can see telegrams from San Francisco posted up on the street corners urging the continuance of the struggle. But the people take little notice. The merchants can get all the goods they want. Connection has been established with firms in other countries, and the difficulties at first experienced have been overcome. The majority of merchants can continue the fight indefinitely, without any serious interference with their businesses.

It is very unfortunate that no effort has been made to enlighten the people regarding the probability of a change in the Treaty. Nearly every remark that the President of the U. S. has made regarding the better execution of the present Treaty has been construed to mean that the President desires a change in the Treaty. And furthermore, the majority of the Chinese believe that the President has the treaty-making authority. If an effort had been made to make the Chinese understand that no change need be expected their disappointment need not be as great as it will be. However, the excitement has had time to cool off, and there seems to be a good prospect that, whatever the new Treaty may be, the Chinese will accept it quietly and continue the boycott.

NEW YEAR'S RUMOURS.

Every New Year we have a lot of rumours regarding the future. This year is proving no exception. Already we hear it said that Hunan braves are being brought to Canton and are being carefully drilled with a view to taking part in an uprising against the present dynasty. The rumours are also reported to be active and in league with the anti-dynastic movement. But unless the Viceroy could be enlisted in this movement, or his soldiers desert him, there is no possibility of any attempt being successful. The Viceroy has about 8,000 foreign drilled troops in the city and two thousand in outlying stations. It would take a very large undisciplined force to make headway against these troops. It is said that the foreign drilled troops will be increased to 24,000 next year.

## THE "DORIC" COLLISION.

INQUIRY HELD.

At the Magistracy this afternoon, Mr. F. A. Hazeland presiding as Coroner, an inquiry was held into the circumstances surrounding the death of a coolie named Yeung Sum, thirty-four years of age, who was killed some days ago, as a result of injuries received in a collision, which occurred in the harbour on January 10, between the *s.s. Doric* and a coolie boat.

The following jury was empanelled:—Messrs. J. M. W. Irving, C. W. Georg and Archibald McKirdy.

Hing Taul, a stevedore coolie, deposed that on the 10th instant, about 12.30 p.m. he was returning to Yau-ma-tei from Hongkong in a coolie boat. There were twenty coolies in the boat, including the deceased, who was also a stevedore coolie. When the *Doric* was about *wachung* away—opposite the Kowloon godowns—she was first seen by witness, who was sculling the boat. By means of models witness described how the collision occurred. The *Doric* came up from behind the boat, and on being seen by the people on the boat, the junk swung round with her bows pointed to Hongkong, and the *Doric* struck the junk on her port side. Witness had to swing the boat round, or else the *Doric* would have struck the junk at the stern. Witness said that as soon as the collision occurred the junk was broken to pieces, and all the occupants were thrown into the water. Witness did not see anything hit the deceased. Witness and deceased were picked up by a launch.

Inspector Langley: Did you hear the ship's whistle blow?—No, I did not.

Police and Medical evidence was given, and native witnesses were called.

The master of the *s.s. Doric* gave evidence. He said that on the 10th, at about 1.22 p.m., the *Doric* was approaching her buoy when witness noticed this particular boat on his port bow, crossing over to starboard. Witness blew the whistle to attract attention. The junk had oceans of time to stop, or go across the bow. Witness then lost sight of the boat as it got under the bow, but next heard his mate halting the boat. There was no crash whatever at the time of the collision, and the *Doric* was going dead slow, as she was approaching her buoy.

After further evidence the jury brought in a verdict of death from misadventure.

THE intended Japanese Steamship Combination to which we have already alluded, proposes to admit foreign steamship owners. It is to be hoped the latter will keep out of it, so that there may be still a healthy competition.

—N. C. D. News.

TITE Russo-Chinese negotiations concerning Manchuria will commence in the middle of the first moon of the Chinese calendar, and the Government has wired to the Military Governors of Hei-ung-chiang and Kirin to report upon the condition of their provinces.

Does not this top everything? A man named McChesney, a resident of Redding, Cal., has married his son's divorced wife. There have been instances where a man has married his father's widow. That was bad enough; but surely looseness of the marriage tie has reached its limit in the case of McChesney.

A BUDGET, it is reported from Peking, is to be issued by the Board of Revenue at the end of this year, or, according to the Chinese, the 32nd year of the reign of His Imperial Majesty Kuang Hui. The lines of this, the first Financial Budget of China, will be similar to those of Japan, whose methods are being used so extensively by its larger neighbour.

As a result of the voting on the 9th inst. for the French Municipal Council at Shanghai, the members of last year's Council were re-elected. The votes received by the successful candidates were:

Mr. G. Henriot	122
" P. Brunet	113
" B. A. Clarke	111
" E. T. J. Blount	104

Mr. Tavares received 43 votes, but it was announced by M. Ratard that he would have been disqualified in any event for having failed to comply with condition 5 of the regulations. Out of a possible 265 votes, 135 were recorded, 17 going for candidates other than those mentioned above.

A CHINAMAN was recently walking along when a dog ran up and began barking in a somewhat aggressive manner at his heels. He became greatly alarmed, and dodged about all over the pavement to avoid the animal. A benevolent old gentleman who happened to be passing at the time, and saw the trouble he was in, immediately went up to him, and patting him on the shoulder said in a pacifying tone, "Come, come, my friend, you must not be afraid, the dog won't hurt you; don't you know the old, old proverb that 'barking dogs never bite'?" "That's all very well," replied the Chinaman, "you knowe proverb and me knowe proverb, but how can do, does the dog knowe proverb?"

## SHIPPING AND MAILS.

MAILS DUE.

Indian ( <i>Lightning</i> )	17th inst.
Canadian ( <i>Empress of India</i> )	17th inst.
German ( <i>Pruissen</i> )	19th inst.
Indian ( <i>Kunwara</i> )	23rd inst.
Australian ( <i>Eastern</i> )	3rd prox.

The M. M. Co.'s *s.s. Salasia*, with the next French Mail, left Singapore to-day, at 4 p.m., for this port via Saigon.

The C. P. R. Co.'s *s.s. Empress of China* arrived at Nagasaki at 9 a.m., on 15th inst., and left again at 4 p.m., same day, for Kobe where she is due to arrive at 8 p.m., on 16th inst.

The Imperial German Mail *s.s. Prussia*, carrying the German Mails, with dates from Berlin of the 19th ult., left Singapore on Sunday, at 2 p.m., and may be expected here on 19th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Shanghai at 1 p.m., on 14th inst., and left again at 10.30 a.m., Monday, for Hongkong where she is due to arrive at 4 p.m., on 17th inst.



## TELEGRAMS.

[Reuter's.]

## Note Circulation in France.

LONDON, 14th January.  
The circulation of bank notes in France having reached its maximum, the Government has introduced a Bill raising the circulation by 800,000,000 francs, in order to avert a depletion of the metal reserve.

## The Elections.

LIBERAL GAINS.

Up to the present, 45 Liberals and 12 Unionists have been elected, with a Liberal gain of 22 seats.

MR. BALFOUR'S DEFEAT.

Mr. Balfour has been defeated for Manchester (East) by Mr. Lorridge, the Liberal candidate, by 6,403 to 4,423. The defeat was received with the wildest enthusiasm in London. It is believed that a safe seat will be found for Mr. Balfour in Eccles.

The Unionist clubs recognise that the flowing tide is with the Liberals, and are preparing for the worst; even strong candidates are beginning to quake.

The Liberal headquarters are jubilant, and are confident of a big independent majority.

[M.C.D. News.]

## The Manchuria Re-Settlement.

Tokio, 15th January.

The Peking Treaty was ratified by the Mikado yesterday, and published this afternoon. China is now seeking a treaty with Russia concerning Manchuria.

## The Tibet Question.

Peking, 15th January.

The Panchen-Lama, of Tibet, is now in India, and is meeting the Prince of Wales and the Viceroy daily. The Chinese Government thinks the matter important and has sent an order to the Chinese representative in India to proceed with his mission to negotiate the Tibetan Treaty.

Mr. Pokotloff (Russian Minister) has made a suggestion to the Wai-wu-pu in this connection.

## MISTAKEN IDENTITY.

THE BUILDING OF A CARGO-BOAT.

This morning before his Honour Mr. A. G. Wise, Police Judge, in Summary Jurisdiction, Chan Yuen, boat-builder, sued Chan Ngau Chu, cargo-boat owner, for the recovery of the sum of \$47.38, due by defendant to plaintiff, as balance for the building of a cargo-boat. Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, appeared to represent the plaintiff, and Mr. F. X. d'Almada e Castro represented the defendant.

Mr. Master: The repairs were done in 1902. His Honour: 1902? Then you are out of time, under the Statute of Limitations.

Mr. Master: Yes, that would be so, my Lord, but there were later payments, in 1904. His Honour: Ah! then that, of course, makes a difference. I'll hear what you all have to say.

Plaintiff said he was working for the defendant in building and repairing his boats since 1900, and defendant had made several payments, but there was still a balance due of \$47.38 and he produced books to prove the account. From the books it appeared that the sister-in-law of the defendant gave the order for the boat, and asked plaintiff to put defendant's name with hers in the books. It was the woman who made the payments.

His Honour, without calling upon Mr. d'Almada e Castro, asked Mr. Master if he wanted to go on.

Mr. Master: No, I don't think so, now, my Lord. His Honour: There's no doubt he's been done; somebody owes him the money, but he has got hold of the wrong person now. There must be judgment for defendant with costs.

## AN IMPORTANT OPIUM RAID.

DISHONEST OPIUM FARM SERVANT.

At the Police Court this morning, before Mr. C. A. D. Melbourne, three Chinamen—one of them an accountant in the employ of the Opium Farm—were brought up on remand on charges of being in possession of illicit opium, selling the same, and also with forging the trade-mark of the Opium Farm.

Chief Excise Officer Hogarth said that, from information received at the Company's office, it was learnt that a certain party was selling opium under false labels. An officer was deputed to investigate, and on the 14th he saw a well-dressed native enter No. 558 Queen's Road West with two boxes under his arm. A bargain was struck, and the shopkeeper of 558 paid \$40 for the two boxes of opium, thinking at the time that the stranger was from the Opium Farm. The man was followed, and later a house at No. 10, Kennedy Town Praya, was raided. Over 1,000 empty opium boxes were discovered, including 15 tins of prepared opium which was ready for sale, two false chops, and paste for sticking on the labels. Enquiries were then made, and it was elicited that 496 small boxes of opium were sold at No. 558 Queen's Road West.

Evidence was taken, and the first man—the accountant of the Opium Farm—was sentenced to two months' hard labour, and, further, had to pay a fine of \$10 for being in possession of false labels; the second defendant was fined \$100, or two months' hard labour; while the third man was discharged.

SOME of the Chinese high authorities are expressing their views against the China-Japanese convention, as China has, they allege, lost too many rights and interests.

## DIOCESAN SCHOOL AND ORPHANAGE FOR BOYS.

DISTRIBUTION OF PRIZES.

THE GOVERNOR ON ANCIENT HISTORY.

His Excellency Sir Matthew Nathan distributed the prizes to the successful scholars at the Diocesan School and Orphanage to-day. As usual, there was a large attendance of those interested in the boys and the welfare of the school, among those present being the headmaster, Mr. G. H. Piercy, Archdeacon Bannister, Mr. E. A. Hewett, Mr. E. A. Irving, Inspector of Schools, Mr. Braidwood, headmaster of the Ellis Kadoorie School, Mr. Ho Kom Tong, Mr. R. A. B. Pansosby, His Excellency's private secretary, Rev. F. T. Johnson, and many others.

HEADMASTER'S REPORT.

Mr. G. Piercy, Jr., the headmaster, read his report as follows:—We are thankful to say that the year 1905 was characterised by good health, steady work and harmonious co-operation. The same teachers remained with us, and an additional trained master was added in the person of Mr. Hall, who arrived from England in August, being the third teacher added in three years. After four years' good work, Mr. Brown was granted furlough from 30th March to 10th October. While all have worked well, taken an interest in the success of the School and shown esprit de corps, it is not invidious to acknowledge that Mr. Sykes' help has been simply invaluable as second master. In May Miss Armour took the place of Miss Austen as assistant matron.

The total enrolment of scholars for the year was 288; the average attendance was 195 (last year 188); the school days 237. During the last few years the number of absentees has been much smaller.

After a ten years' interval the Belliois Trusts in April offered 5 medals and prizes for public competition by not more than 5 candidates from any one School. Our boys won the first three prizes, viz.:—

T. Loff, silver medal and \$30.  
W. Drude, bronze medal and \$20.  
H. G. Brandt, \$20.

In July 23 boys entered for the Oxford Local Examination: 17 passed, being our highest record, viz., 2 seniors, 8 juniors, 7 preliminary. H. G. Brandt was placed in honours in the Junior.

In October Wan Ho-ik won an open Belliois Scholarship at the Hongkong College of Medicine, and has begun his studies at the Alice Memorial Hospital.

After school re-opened in March, two subjects were added to the curriculum, Drawing was taught to the three lower standards, an affording excellent training in form and colour, and is very popular with the little boys. Hygiene was taught to all boys from Standards III to VII in connection with the Hygiene Examinations generously instituted by H.E. the Governor: a "team" entered for the elementary stage, and although not successful in carrying off the handsome shield we intended to try again. A number entered for the advanced stage and with better success as W. Drude won the second prize, \$50. To meet what appeared to be a need, we began to teach Latin after the summer holidays.

The Inspector visited the school in December and examined some of the classes. In his report he classes the school as very efficient, and awards the higher grant allowed by the Code. The Rev. F. T. Johnson examined Standards VII-III in Holy Scripture, and I examined the first and second standards. I held an examination throughout the school in all subjects at the close of each half year, and am satisfied that good work is being done in all classes.

MR. HO KOM TONG'S MUNIFICENCE. — A Chinese gentleman, Mr. Ho Kom Tong, has munificently placed \$1,000 in the hands of the Committee, that the interest may be given every year as a scholarship to the first boy, and in order that it may begin this year Mr. Ho Kom Tong has added \$60 for the first scholarship.

PHYSICAL EXERCISE. — As in former years, careful attention has been given to physical exercise. The boys have drill twice a week when the drill instructor's military duties will allow. In summer there was sea bathing and swimming, and the season was closed by aquatic sports and a picnic by launch kindly lent by Mr. Osborne, to whom our thanks are also due for the loan of a launch for the Boxing-day excursion, when the boys and their sisters and friends from the Diocesan Girls' School had games and races at Lai Chi Kok, towards the cost of which Mr. Sullivan of Ainoy again kindly contributed. The boys remaining during the summer holidays were, through Mr. Bowley's kindness, taken by tram to see Harcourt's Circus and Menagerie. A very pleasant evening was spent with the gramophone kindly lent by Mrs. Gomes.

The Bishop last year offered prizes for cricket and tennis competitions between this School and St. Stephen's College, but the latter declined to play. Our football team has, under Mr. Brown's fostering care, not lost a match this season; in cricket we have only played one match and won it against the Chinese Y.M.C.A.

Advantage was taken of the annual overhaul in the summer holidays to introduce improved methods of ventilation in the schoolrooms and dormitories, and an English cooking range with hot water service instead of the old-fashioned Chinese kitchen. A new box-room was enclosed in the covered playground; two class rooms were enlarged by removal of party walls; and a wire fence put on the tennis court to protect neighbouring Government windows. Our thanks are again due to Messrs. Palmer and Turner for superintending these improvements, and to the following gentlemen for providing prizes: Hon. Mr. T. S. Smith, Hon. Mr. Wei Yuk, Rev. F. T. Johnson, Messrs. L. Arnold, F. B. L. Bowley, T. Edwards (Canton), Fung Yu Chuen, E. A. Hewett, Ho Fook, Ho Tong, and Sin Tak-fan.

## PRIZE LIST.

The prize-list is as follows:—  
Oxford University Local Examinations: Senior: J. Glasermann, T. Loff, Junior: H. G. Brandt, 3rd Class Honours: J. Crolius, C. G. Macdonald, R. Drude, F. F. Siemsen, W. Drude, W. Thom, T. Jex, Preliminary: W. H. Purke, G. E. Lacey, T. Chunyu, H. H. Mat Purke, R. J. Haulings, Wen Ho-ik, S. Jex.  
Class Prizes:—VI Standard: (1) W. Drude, (2) J. Crolius, VI Standard: (1) W. J. Hastings, (2) Chan Wing-to, V Standard: (1) Chiu Yan-tsz, (2) Lai Shiu-on; Va Standard: (1) J. Anderson, (2) F. Ablong; IV Standard: (1) Yan Fat-ku, (2) W. R. Wong; III Standard: (1) J. Whitfield, (2) W. Lynborg; II Standard: (1) Yip Eng-tao, (2) L. Lung Kwan; II Standard: (1) T. Rowland, (2) J. Sinu; II Standard: (1) Lam Si-yang, (2) Lau Ki-kin; Ia Standard: (1) Peter Abaster, Ib Standard: (1) Mok Hing-cheung, (2) Mok Hing.

Special Prizes:—VII Standard:—Scripture, R. Drude. Shakespeare & Latin, J. Crolius. Mathematics, W. Drude. Latin, W. Thom. Algebra, C. T. Sullivan. Shorthand, J. C. Frewin. Drawing, F. F. Siemsen. Chinese, Wei Wing-sam.

VI Standard:—Scripture & Mathematics, Chan Wing-to. Latin, F. Schnepel. Mathematics, R. J. Hastings.  
V Standard:—Scripture & Mathematics, Chiu Yan-tsz. Euclid, W. Sinn.  
IV Standard:—Scripture, F. Ablong. Music, G. H. Piercy. Algebra, G. White. Chinese, Yeung I-cheung.

III Standard:—Scripture, Tao Ping-lam. Brush Drawing, J. Whitfield. Chinese, Leung Kwun.  
II Standard:—Scripture (a), T. Rowland, (b) J. Archie. Chinese, Chan Hing-cheung.  
I Standard:—Scripture (a), J. Chung, (b) Fu Po-kwong. Chinese, Mok Cheuk-say.  
Oxford Local Examination:—H. G. Brandt. Athletics:—G. Evans.  
Good Conduct:—S. Jex.

## THE GOVERNOR'S ADDRESS.

His Excellency the Governor, who was cheered to the echo, remarked he found it was often the case that the report of the headmaster was somewhat more favourable than that of the Inspector of Schools. But while Mr. Irving had pointed out various weak points—to which he was sure the instructional staff would give attention—he stated that the work and management of the school could not be considered otherwise than very efficient. That was very satisfactory, as was also the success of the boys in the Oxford Local Examination, and the examination for the Belliois Scholarship, and in the advanced course of hygiene. His Excellency said he noted with satisfaction that the numbers had increased, and that the attendance had been more regular. Also, that the strength of the teaching staff was being maintained. That was very important, especially in view of the curriculum having been extended, and he thought it well to repeat the word of warning which he gave St. Stephen's College, that the management should bear in mind that knowledge was better measured by its depth, than the extent of its area. Addressing the boys, His Excellency said they would remember that, at the last prize-giving, he talked to them about history, and explained to them how the facts derived from the school course helped them, to a subsequent apprehension of the world's interesting stories. He had then given them two sketches to show how the growth of a civilisation or of a nation could be traced down the centuries. On this occasion he thought he might be able to interest them by a sketch, drawn in another way. Instead of following a story down the course of time, he would try to give them a rough picture of the state of the world at a particular period of its existence; that would help them to a practice which he always followed when he read about events which happened long ago—to try to picture for himself the events which were happening at the same time in other countries. The period which he proposed to deal with was the year 500 B.C., 24 centuries ago. It would help them to understand the date when he stated that since that time 75 generations of people had lived and died. His Excellency proceeded briefly to describe the condition of affairs in China, the dynasty, the philosophers, and their teachings, and the general state of the country. Passing on to India, His Excellency traced the rise of Buddhism, the power of the Brahmin priests—overthrown for a time by the lustre of Buddha—and the power of India's ancient civilisation. The Persians were then at the height of their greatness under the rule of Darius the First. The revolt of the Greeks against the oppression of the Persians had just commenced, to culminate in the great battles of Marathon on land and Salamis at sea, when the Persian power was first overthrown. Then the Greeks, freed from the thralldom of the suzerain power, laid the foundation of their glory in the arts, which did more for the civilisation of Europe than anything else. Western Europe was inhabited by skin-clad and naked barbarians. In conclusion, His Excellency trusted that, from the sketch he had given, they would understand what a help it was to be able to look round the world at some particular period of its history, and realise how the present civilisation emerged. He now proposed to follow the precedent of last year, and present to the scholar who had taken most advantage of his historical studies a special prize (loud applause).

The prize was presented to John Crolius. His Excellency, continuing, remarked that it did not seem quite fair that the boys should have all the prizes and the masters none, so he had much pleasure in presenting a prize to Mr. Piercy (loud applause).

Rev. F. T. Johnson moved a vote of thanks to His Excellency for presiding, and mentioned that Mr. Ho Kom Tong, who had presented a Scholarship to the school, desired that the Scholarship should begin this year.

His Excellency announced that the Scholarship had been won by William Drude, who had also passed the Junior Oxford Local Examination, and won the Belliois Scholarship and one of his own hygiene prizes (loud applause). After the singing of the National Anthem, cheers were given for the King, the Governor, the headmaster and the visitors.

The proceedings then ended.

RALPH Packham, cargo superintendent, Kowloon Godown Company, charged Kan Lim, a tallyman, at the Magistracy this morning with absconding himself from duty without permission on the 11th instant. The case was adjourned for the commissioner to attend.

## ADMIRAL NOEL IN MANILA.

We learn from the Manila *Cablenews* of the 13th inst., that the Governor-General gave a banquet on the 12th inst. at his residence on Calle Alix, in honour of Admiral Sir Gerard Noel. Among those present were Flag-Captain Bentinck, Captains Savory, Shortland, and Grant, commanding the British vessels; Major-General Corbin and General Corbin and General Bili; Admiral Train and Captains Logan, Merrill, and Drake of the United States navy, Commissioners Taverner, Legarda and Smith; Judge Johnson of the Supreme Court; Acting Consul-General Gordon and Messrs. Wood and Jones of the British community. Captain Noble, aide to the Governor-General, was in attendance upon the acting Governor-General. The residence of the acting Governor-General was prettily decorated with plants and bunting, and during the evening, which was very pleasantly spent, the constabulary band played several selections.

## COMMERCIAL.

SHANGHAI SHARE MARKET.  
Advices from Shanghai, bearing date 12th inst., state:—Business reported:—Shanghai and Hongkong Wharves at Tls. 235 for March. Yangtze Wharves at Tls. 212. Indo-Chinas at Tls. 69 for March, and Tls. 70 for April. Farnham Boys at Tls. 125 cash, and Tls. 127, 130 for March. Lau Kih Mow at Tls. 60. Langkats at Tls. 235 for March. Business done direct:—Indo-Chinas at Tls. 66 cash, and Tls. 68 for March. Farnham Boys at Tls. 126, 127, 130 for March. Langkats at Tls. 232, 235 for March.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. 2/0 13/16  
Do. Demand 2/0 13/16  
Do. 4 months' sight 2/0 13/16  
France—Bank T.T. 2/5 1/2  
America—Bank T.T. 2/5 1/2  
Germany—Bank T.T. 2/1 1/2  
India T.T. 1/5 1/2  
Do. Demand 1/5 1/2  
Shanghai—Bank T.T. 2/1 1/2  
Singapore T.T. 15% prem.  
Japan—Bank T.T. 101 1/2  
Java—Bank T.T. 12 1/2

Buying.  
4 months' sight L/C. 2 1/2 1/16  
6 months' sight L/C. 2 1/2 1/16  
30 days' sight San Francisco & New York 51  
4 months' sight do. 51 1/2  
10 days' sight Sydney and Melbourne 2/1 9/16  
6 months' sight France 2/0 13/16  
6 months' sight Germany 2/0 13/16  
Bar Silver 101 1/2  
Bank of England rate 4 1/2  
Sovereign 9 7/8

OPIUM QUOTATIONS.  
To-day's quotations are as follows:—  
Malacca New 1,050/1,050  
Old 1,050/1,050  
Older 1,100/1,200  
Oldest 1,280/1,300  
Per chest  
Patna New 935  
Old 925  
Hedera New 912  
Old 902  
Persian (Paper) 902

## Today's Advertisements.

## COLONIAL SECRETARY'S DEPARTMENT.

INFORMATION has been received from the Military Authorities that FIELD FIRING PRACTICE will be carried out on the area bounded by lines from Diamond Hill to Lion Hill, thence to Tater Caine, Kowloon Peak and back to Diamond Hill, with the exception of the 100 yds over Shatin and Grasscutters Passes, on the 13th, 15th, 17th, 19th, 21st, 23rd and 24th January, between the hours of 9 A.M. and Noon on each day.

T. SERCOMBE SMITH,  
Colonial Secretary.  
Hongkong, 12th January, 1906. [121]

FOR SINGAPORE, PENANG, PORT SAID, HAVRE AND HAMBURG.  
THE Steamship

"HELLAS,"  
Captain Rohde, will be despatched for the above ports, TO-MORROW, the 17th instant at 5 P.M.

HAMBURG-AMERICA LINE.  
Hongkong Office.  
Hongkong, 16th January, 1906. [127]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"SALAZIE,"  
Captain Aillard, will be despatched as above, on or about TUESDAY, the 23rd instant.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 16th January, 1906. [111]

## CHEESE.

VERY CHOICE AUSTRALIAN

CHEDDAR,  
ONLY 60 CENTS PER LB.

TRY SOME.

THE DAIRY FARM CO.,  
LIMITED.

Hongkong, 16th January, 1906. [11]

## Today's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator of the Estate of the late HERBERT ROSK (deceased), to sell by  
PUBLIC AUCTION,  
TO-MORROW,  
(WEDNESDAY), the 17th January, 1906, at 7.30 A.M., within the Jockey Club Compound near the Grand Stand,  
TWO CHINA JADES  
Subscription Grains of this Season 1905-6. If purchased by a Member or Members of the Hongkong Jockey Club these ponies will be eligible to be entered for and run at the Race Meeting to be held next month and for which a programme has been issued.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 16th January, 1906. [128]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
SATURDAY,  
the 20th January, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,  
A LARGE ASSORTMENT OF  
JAPANESE CURIOS,  
Comprising:—  
OLD SATSUMA VASE, INCENSE BURNER, WALL PLATES, GOLD AND SILVER CLOUTONNE WARE, TEA SETS, LACQUERED WARE, SIKK EMBROIDERIES, OLD BAKEDWARE, WALL HANGINGS, RAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 16th January, 1906. [120]

S. MOUTRIE & CO.,  
LIMITED.

14, QUEEN'S ROAD.

IMPORTANT SALE  
OF

NEW PIANOS,  
AT GREATLY REDUCED PRICES

To save removal to our New Premises:  
YORK BUILDINGS,  
CHATER ROAD,  
(Next Door to Messrs. Kruse & Co.)

Commencing  
WEDNESDAY, the 17th January,  
1906.

FOR TWO WEEKS ONLY.

A GUARANTEE for a test period of TWO YEARS is given with every Piano purchased at our establishment.

S. MOUTRIE & CO., LIMITED,  
14, Queen's Road  
(Entrance in Zeland Street).  
Hongkong, 16th January, 1906. [126]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.  
MCGREGOR BROS. & GOW.  
Hongkong, 16th January, 1906. [126]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENLARG,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 16th January, 1906. [131]

## Intimations.

## Special Opportunity

AT THE

ROBINSON PIANO  
CO., LD.

ONE GETS A POOR RETURN FROM  
A PIANO IF IT IS A MERE ARTICLE  
OF FURNITURE OR AN INDIF-  
FERENT MUSICAL INSTRUMENT.

ATTACH AN

APOLLO  
PIANOLA

AND ALL MUSIC IS AT YOUR  
COMMAND.  
A CONCERT OR DANCE PROGRAM  
ME AT A MOMENT'S NOTICE.

\$290 UPWARDS.

HIRE OR HIRE-PURCHASE SYSTEM.

RACHALS'  
PIANOS

\$550, formerly \$670.

JUST UNPACKED  
IN NEW STORE.

BECHSTEIN,  
STEINWAY  
KRAUSS,  
HAAKE,  
RACHALS,  
WERNER.

A STOCK UNEQUALLED  
IN THE COLONY.

HIRE OR CREDIT.  
Hongkong, 15th December, 1905 [138]

Trade

Mark

TELEPHONE No. 135.

THE  
DISTILLERS  
COMPANY

LIMITED,  
Edinburgh, Glasgow,

London.

GINS

PER

DOZEN

\$8.00

Old Tom and Dry.

SOLE AGENTS—  
H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th December, 1905. [141]



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OOPACK"	23rd January.
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALGONOUS"	13th "

## HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	17th January.
"GENOA, MARSEILLES & L'POOL	"PAK LING"	20th "
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	30th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	13th February.
"GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th "
AMSTERDAM, LONDON & ANTWERP	"ANTENOR"	27th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"NINGCHOW"	24th January.
NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	25th January.
	"OANFA"	26th February.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 16th January, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL

NINGPO and SHANGHAI "NINGPO" 18th January.

SHANGHAI "SHAOSING" 18th "

CEBU and ILOILO "SUNGKIANG" 22nd "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

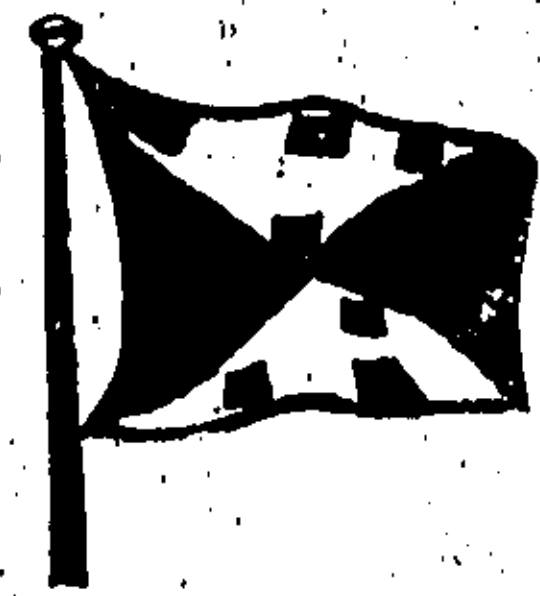
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 16th January, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almond	MANILA	FRIDAY, 19th Jan., at 4 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Jan., at 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 16th January, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship

About

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 23rd December, 1905.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor  
the OWNERS will be RESPONSIBLE  
for any DEBTS contracted by the Officers or  
the Crews of the following vessel during her  
stay in Hongkong Harbour:—CALZIO CHIEF, British ship, Captain John  
Jones.—Standard Oil Co.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10c.) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 30th September, 1905.

## Shipping—Steamers.

## HONGKONG—MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$2; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$2; Return, \$3; 3rd Class, Single,  
50 cents; Return, 75 cents; Steerage, 10 cents.  
Breakfast, Tea and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.SAM WANG CO.,  
Hun, kong, 2nd January, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton, at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans in  
First Class Cabin.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For

Steamship

On

SHANGHAI VIA SWATOW "KWONGSANG" THURSDAY, 18th Jan., Daylight.

SHANGHAI "FOOSHING" THURSDAY, 18th Jan., 4 P.M.

MANILA "YUENSANG" FRIDAY, 19th Jan., 4 P.M.

SANDAKAN "MAUSANG" SATURDAY, 20th Jan., Noon.

S'GAPORE, PENANG &amp; CALCUTTA "KUMSANG" WEDNESDAY, 31st Jan., 3 P.M.

Taking Cargo on through Bills of Lading to Cebu and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Uluken,  
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 16th January, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NUMANTIA"	4,370	Feldmann	January 20th, at Noon.
"ARABIA"	4,483	Metzenhain	January 31st.
"ARAGONIA"	5,198	Ernst	
"NICOMEDIA"	4,370	Wagemann	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP

(DIRECT).

Taking Cargo to LONDON with prompt trans-  
shipment at Marseilles.Calling at MANILA, SINGAPORE, PENANG and  
COLOMBO.

THE Company's Steamship

"KOUANG-SI"

Captain Barillon, will be despatched as above,  
on or about the 6th February, 1906.This Steamer has Accommodation for Pass-  
engers and carries a duly qualified Doctor.For information as to Passage and Freight,  
apply toG. DE CHAMPEAUX,  
Agent,  
Queen's Building,  
Hongkong, 26th December, 1905. (1203—K)FOR SINGAPORE, PENANG, COLOMBO,  
PORT SAID AND MAELLES.

(If sufficient inducement offers).

THE Steamship

"RHENANIA"

Captain Föck, will be despatched for the above  
Ports, on or about the 10th February.The Steamer has splendid accommodation  
for Passengers and carries a duly qualified  
Doctor and Stewardess.HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th January, 1906.

## "GLEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship

"GLEN TURET"

Captain R. Webster, will be despatched as above  
on or about TUESDAY, the 16th January.For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 28th December, 1905. (1203—G)

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the  
above Ports, on WEDNESDAY, the 24th  
instant, at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 3rd January, 1906.

## Consignees.

PORTLAND AND ASIATIC STEAMSHIP  
COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "NUMANTIA"

FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Counter-signa-  
ture and to take immediate delivery of their  
goods from alongside.Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.S. SILVERSTONE,  
Acting General Agent.

Hongkong, 15th January, 1906. [16]

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE H. A. L. Steamship

"SPEZIA"

Captain Müller, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the Godowns and/or extra hazardous  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Co., Limited, and stored at Con-  
signees' risk and expense.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 20th January will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 20th January, at 1 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 13th January, 1906. [122]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALANCOTTA"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. FRIDAY, the 12th instant,  
will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 11th January, 1906. [114]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. Britannia.

From Calcutta, ex S.S. Mantla.

From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co's Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
9 A.M. TO-MORROW.Goods not cleared by the 18th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees,  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWITT,  
Superintendent.

Hongkong, 11th January, 1906. [14]

## S.S. "CALEDONIAN"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S.  
Bardet and Charente, from Havre ex S.S.  
Bagdad, from Rouen ex S.S. Ville de Lille,  
and from 1. Natalis ex S.S. Ville de Roulogne,  
in connection with above Steamer, are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables are being  
landed and stored at their risks into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Go-  
down Co., Limited, at Kowloon, whence deli-  
very may be obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 6 P.M. TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned, Goods remaining undelivered after  
WEDNESDAY, the 17th January, at Noon,  
will be subject to rent and landing charges.All Claims must be sent in to me on or before  
the 17th January, or they will not be recog-  
nised.All damaged packages will be examined on  
WEDNESDAY, the 17th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th January, 1906. [11]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India, and the Far East  
generally.A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.Special attention given to effectively display-  
ing advertisements.The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap.

## THE HONGKONG







